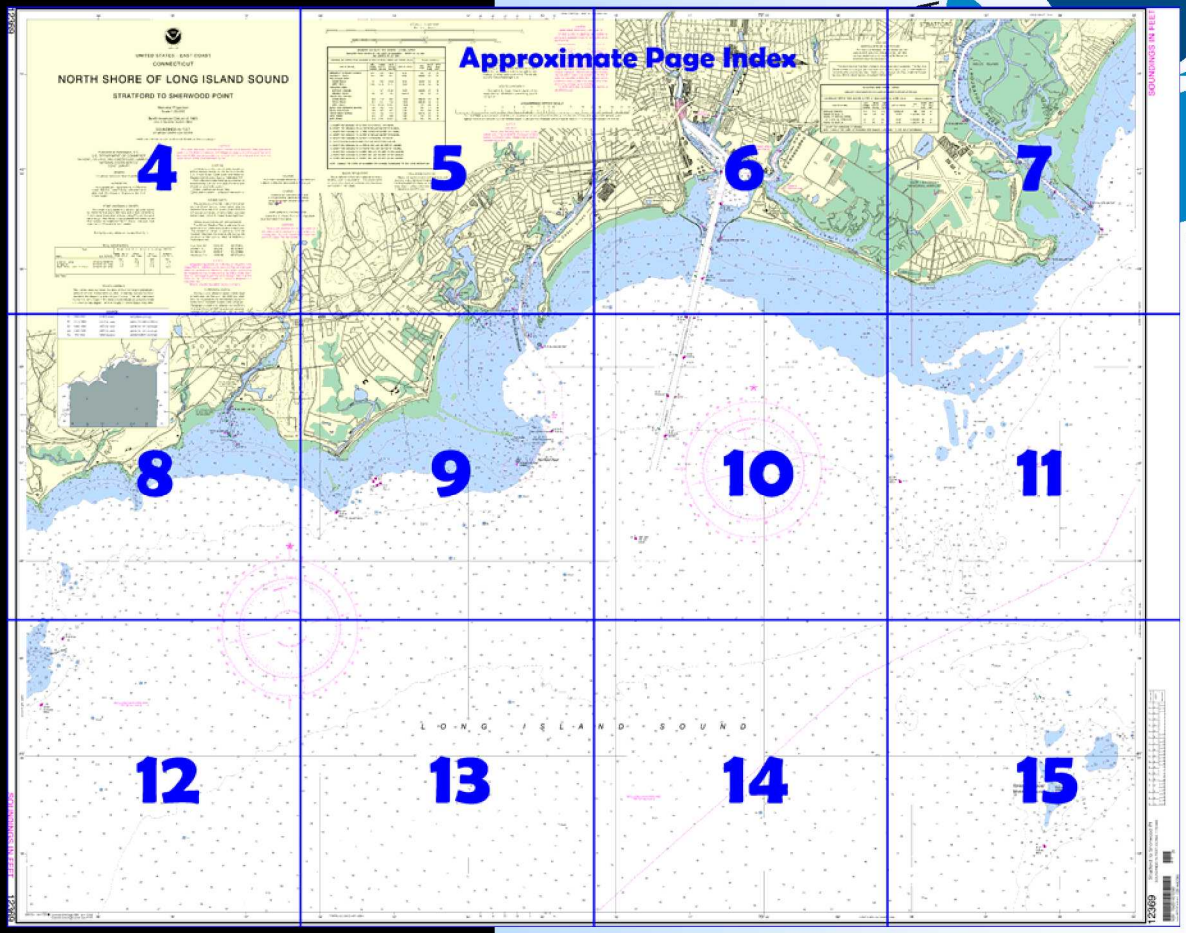
BookletChart™

North Shore of Long Island Sound - Stratford to Sherwood Pt

(NOAA Chart 12369)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA — National Oceanic and Atmospheric Administration — Commerce

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

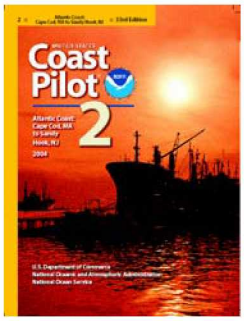
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 9 excerpts]

(21) **Bridgeport Harbor**, on the north side of Long Island Sound north-northwestward of Stratford Shoal (Middle Ground) Light and about 52 miles from New York, consists of two widely separated units. The main harbor and its branches serve the east and central portions of the city of **Bridgeport**, and Black Rock Harbor and its tributaries serve the western part. Black Rock Harbor and Cedar Creek are described under separate headings.

(28) **Yellow Mill Channel** is entered through a dredged channel that leads for about 0.8 mile north-northeastward from just above the first bend in the main channel to the head of the creek. Flats, largely bare at low water, are on both sides of the channel. The Stratford Avenue highway bridge about 0.3 mile above the entrance has a bascule span with a clearance of 11 feet. About 0.1 mile above the bascule bridge is a fixed turnpike bridge with a clearance of 39 feet. Depths at the wharves are 8 to 15 feet.

(29) **Pequonnock River,** the most westerly of the tributaries, is easily followed by small craft, but larger vessels may need the assistance of a tug to get around the sharp bends. The river is entered through a dredged channel that leads northward from the main channel just below Connecticut Turnpike bridge to the head of navigation just below the Berkshire Avenue Dam, about 1.1 miles above the entrance. Depths at some of the wharves are 10 to 15 feet.

(31) Bridgeport Harbor has two anchorage areas inside the breakwaters. One with depths of 23 to 40 feet is on the east side of the main channel northwestward of Pleasure Beach, and the other with depths of 15 to 25 feet is on the west side of the main channel just northeastward of Tongue Point. A rock covered 10 feet is in the west anchorage in about 41°10'17"N., 73°10'56"W. The rest of the harbor area consists of broad and shallow sand flats. Vessels seeking shelter from strong northerly winds sometimes anchor off the entrance; the holding ground is good.

(66) **Black Rock Harbor**, part of Bridgeport Harbor, although not connected with it other than by Long Island Sound, is entered through a dredged channel about 2 miles westward of the main harbor entrance to Bridgeport. The channel leads northward through Black Rock Harbor, and thence to the head of **Cedar Creek** where it divides into **East Branch** and **West Branch.** Black Rock Harbor and Cedar Creek are the approach by water to the large factories of the western part of the city of Bridgeport. The Federal project depth in the dredged channel is 18 feet from the entrance to the head of the project. The channel is marked by buoys and lights for about 1.7 miles above the entrance.

(68) Depths of 8 to 18 feet are reported alongside some of the wharves in Black Rock Harbor.

(71) **Burr Creek**, northward of the town of Black Rock, on the west side of the channel, is the site of a large marina. Berths, gasoline, diesel fuel, electricity, water, ice, a lift, and repair facilities are available. In April 1986, depths of about 4 to 5 feet were reported at the face of the gasoline dock and alongside the boat slips. Burr Creek has many shoals; mariners are advised to seek local knowledge before entering.

(72) Several **small-craft facilities** are in Black Rock Harbor.

(73) **Ash Creek,** about 0.7 mile westward of Fayerweather Island, is entered through a privately dredged channel protected on its southwest side by a jetty. The entrance channel is marked by private buoys and a private seasonal **314°** lighted range. The channel leads northwestward to the Fairfield Municipal Marina. Gasoline, water, and ice are available. In April 1986, depths of 10 feet were reported in the entrance channel, with 4 feet reported alongside the boat slips. A 5 mph **speed limit** is enforced in the creek.

(74) **Penfield Reef**, on which there are rocks bare at low water, is about 1.4 miles south of Black Rock Harbor and 1.3 miles eastward of **Shoal Point**, to which it is joined by a bar that bares at low water. **Black Rock**, marked by a daybeacon, is the outermost danger of this reef. A dangerous submerged rock, reported covered 1 foot, is about 40 yards southward of the daybeacon. **The Little Cows**, Little Cows, The 12369 about 0.2 mile northward of Black Rock, consist of rocks awash.

(77) **Southport Harbor**, about 1 mile westward of Pine Creek Point, comprises the lower portion of Mill River and is used primarily for recreational boating. A breakwater, marked at its end by a light, is off the east side of the entrance to the harbor. The harbor is entered through a dredged channel that leads from Long Island Sound to a harbor basin and anchorage, about 1.1 miles above the channel entrance. In January-February 1996, the midchannel controlling depth was 6½ feet to Buoy 9, thence 3½ feet in the right half of the channel to Light 12, thence 7 feet in the left side of the channel through the entrance to the harbor basin. Depths of 3 to 6 feet were available in the basin, and in November 1984 depths of 3½ to 6 feet were available in the anchorage just northward of the basin. The channel is marked on its west side by a light, and by buoys up to the breakwater. Caution is advised to avoid oyster stakes in the area southeastward of the harbor entrance. A 5 mph **speed limit** is enforced in the harbor.

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

Corrected through NM Jun 11/05
Corrected through LNM Jun 07/05

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY	KWO-35	162.55 MHz
Meriden, CT	WXJ-42	162.40 MHz
Montville, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

NOTE B

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.347" northward and 1.595" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

HOUSATONIC RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- REPORT OF FEB 2006

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	11.0	11.3	11.3	2,3-05;2-06	200	1.06	18
THENCE TO BUOY 19	15.6	12.8	8.8	2,3-05	A 200-250	1.56	18
THENCE TO BASCULE BRIDGE IN 41°12'01.3"N., 73°06'38.4"W.	2.5	2.7	6.8	2,3-05	A 200-250	.89	18
THENCE TO BUOY 29	7.7	9.6	9.1	2,3-05	A 200-370	.90	18

A. EXCEPT FOR NARROWING AT BRIDGES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Stratford Shoal	(41°04'N/73°06'W)	7.1	6.8	0.2	-3.5
Bridgeport	(41°10'N/73°11'W)	7.3	7.0	0.2	--.--
Black Rock Harbor Entrance	(41°09'N/73°13'W)	7.5	7.2	0.3	-4.0

(May 2005)

12369

19' 18' 17'

11'

41° 10'

09'

08'

UNITED STATES - EAST COAST

CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

STRATFORD TO SHERWOOD POINT

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers and U.S. Coast Guard.

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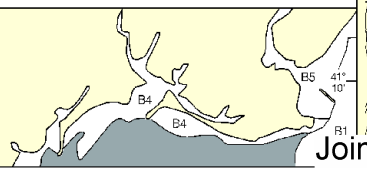
SOURCE			
A	1990-2003	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational ligh structures shown thus:

SUPPLEMENTAL INFORMATION

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WARNING

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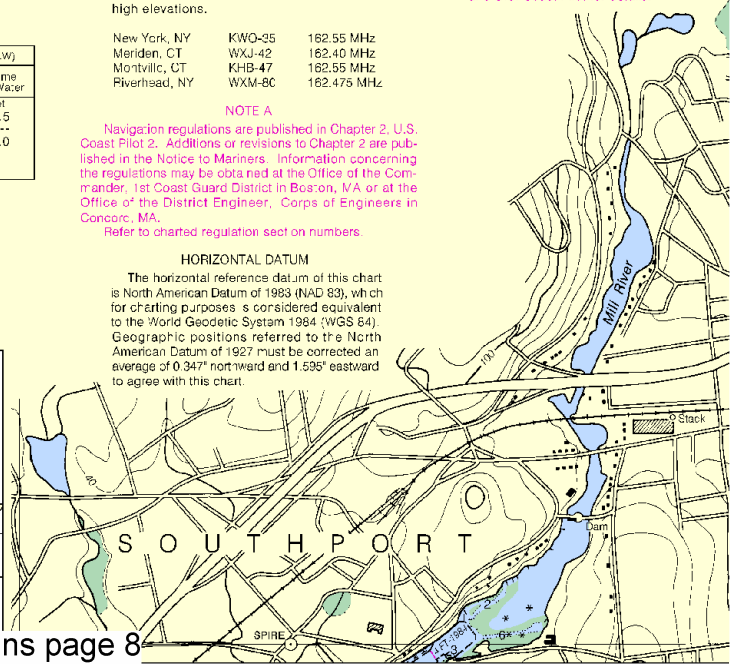


Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Formerly C&GS 220, 1st Ed. Jul 1919 KAPP 218

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

BRIDGEPORT AND BLACK ROCK HARBORS - CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2007 AND SURVEYS TO DEC 2006

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BRIDGEPORT ENTRANCE CHANNEL	30.5	31.7	28.5	12-06	400	2.5	35
BRIDGEPORT REACH	23.6	25.7	22.9	12-06	400-600	0.9	35
PEQUONNOCK RIVER							
LOWER REACH	7.5	12.0	A 12.0	10-03	69-300	0.5	18
UPPER REACH	B 8.2	C 7.9	D 7.1	10-03	69-125	0.4	18
JOHNSONS CREEK							
ENTRANCE CHANNEL	11.1	10.7	E 8.8	10-03	200-350	0.7	15
NEWFIELD REACH	9.0	9.0	9.0	10-03	100	0.1	9
YELLOW MILL CHANNEL							
LOWER REACH	13.8	14.8	16.2	10-03	200-100	0.3	18
MIDDLE REACH	12.1	14.4	11.0	10-03	200-100	0.3	18
UPPER REACH	F 9.5	G 11.4	H 10.1	10-03	150	0.2	16
BLACK ROCK ENTRANCE CHANNEL	9.3	13.2	11.2	2-03	150	1.1	16
BLACK ROCK REACH	8.5	12.7	10.7	2-03	150	0.6	16
CEDAR CREEK CHANNEL	11.0	12.6	11.3	2-03	200-150	0.4	18
WEST BRANCH	14.2	13.7	13.8	2-03	100	0.3	16
EAST BRANCH	I 14.4	J 14.9	K 12.4	2-03	100	0.2	18

A. EXCEPT FOR SHOALING TO 5.3 FEET AT 41°10'54.0"N, 73°11'06.0"W.
B. EXCEPT FOR SHOALING TO 4.2 FEET IN THE LAST 300 FEET OF THE CHANNEL.
C. EXCEPT FOR SHOALING TO 1.8 FEET IN THE LAST 300 FEET OF THE CHANNEL.
D. EXCEPT FOR SHOALING TO 1.6 FEET IN THE LAST 300 FEET OF THE CHANNEL.
E. EXCEPT FOR SHOALING TO 3.6 FEET AT 41°09'56.0"N, 73°10'02.3"W.
F. EXCEPT FOR SHOALING TO BARE IN THE LAST 300 FEET OF THE CHANNEL.
G. EXCEPT FOR SHOALING TO 3.4 FEET IN THE LAST 300 FEET OF THE CHANNEL.
H. EXCEPT FOR SHOALING TO 2.0 FEET IN THE LAST 300 FEET OF THE CHANNEL.
I. EXCEPT FOR SHOALING TO 5.4 FEET IN THE LAST 200 FEET OF THE CHANNEL.
J. EXCEPT FOR SHOALING TO 5.2 FEET IN THE LAST 200 FEET OF THE CHANNEL.
K. EXCEPT FOR SHOALING TO 2.8 FEET IN THE LAST 200 FEET OF THE CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, pla right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 kno

NOTE B

CAUTION

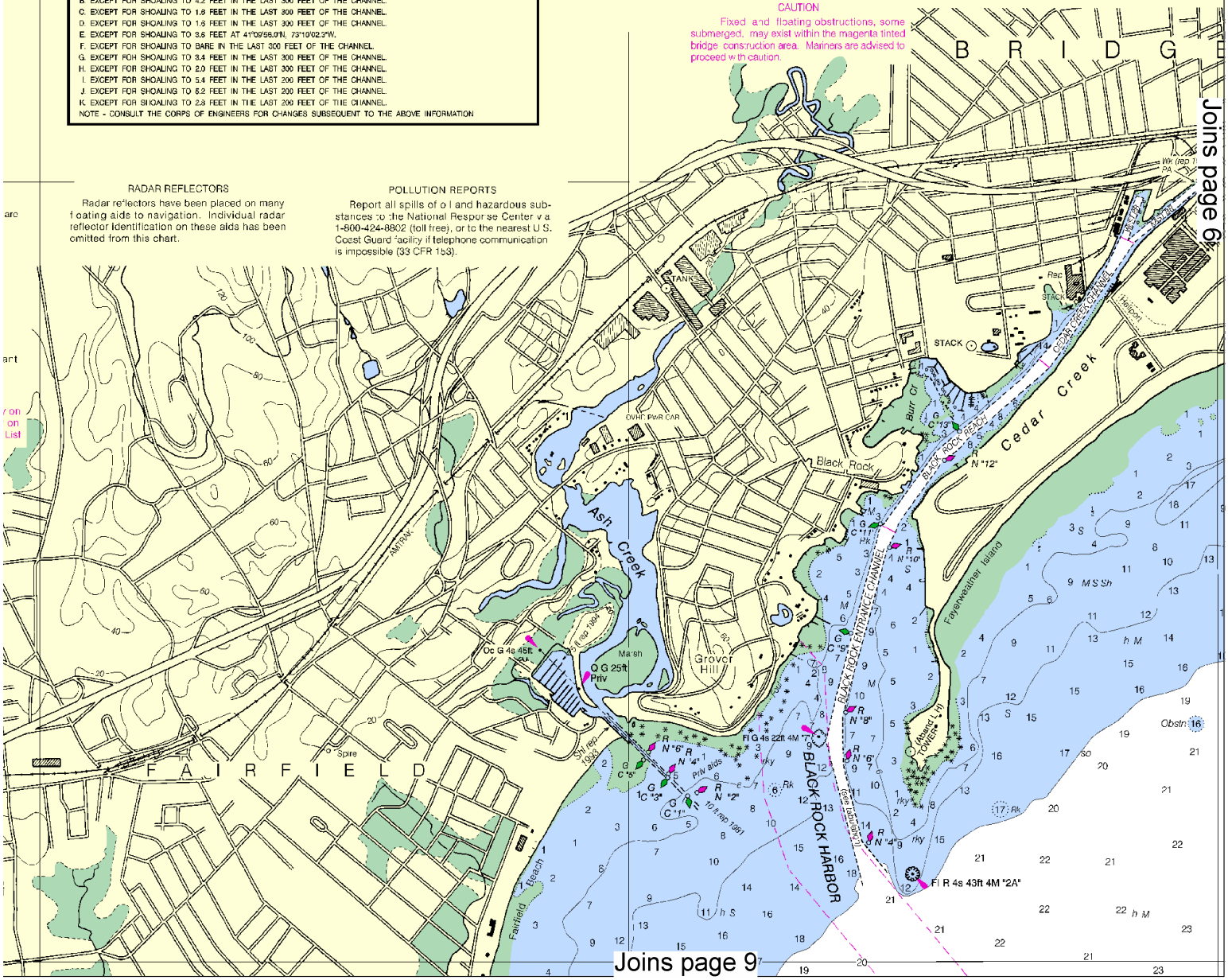
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

RADAR REFLECTORS

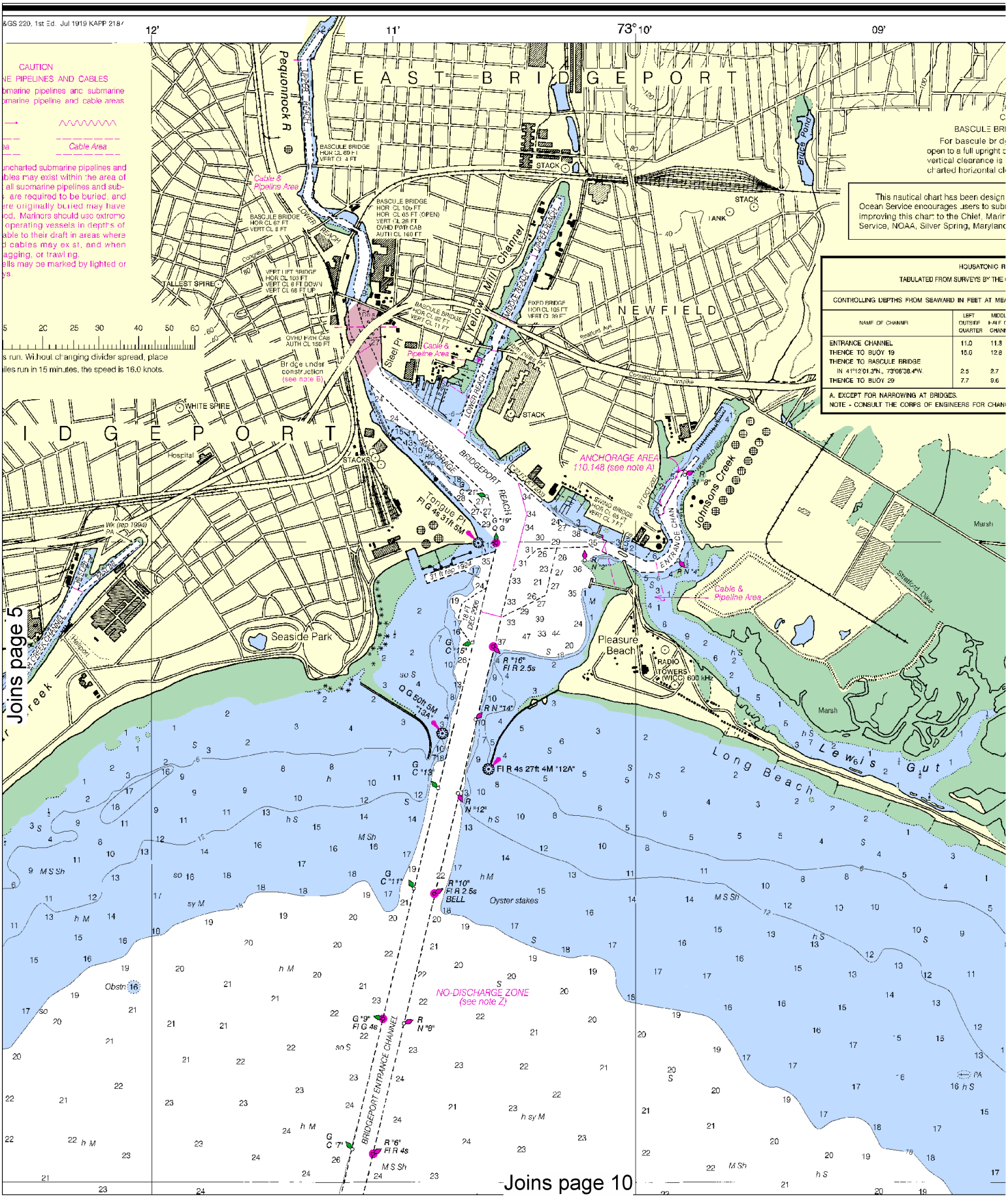
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

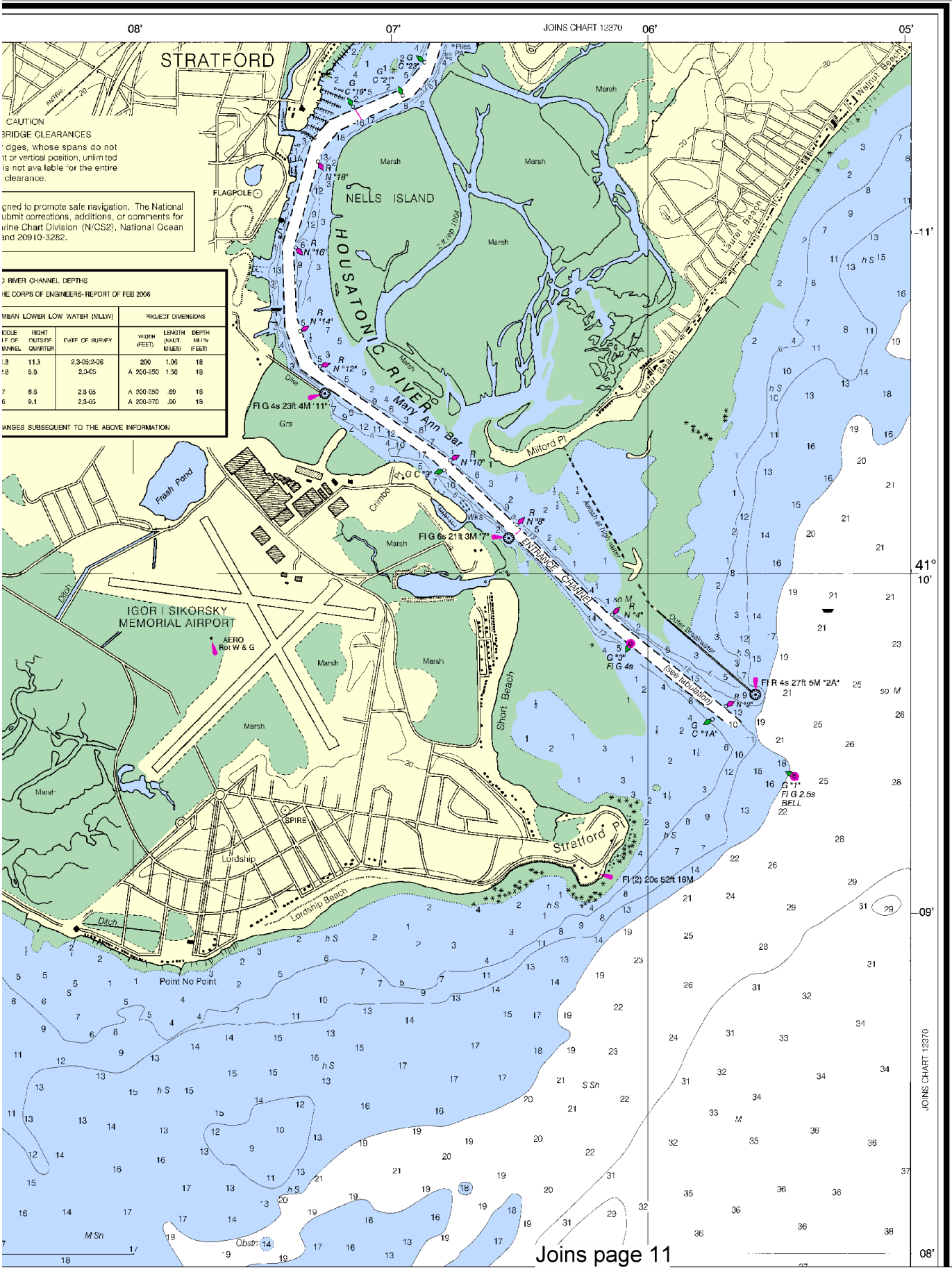


North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



SOUNDINGS IN FEET

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4

SOURCE DIAGRAM

The outlined areas represent the limits of the survey information that has been evaluated for charting. Surveys have been bended in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2003	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	part al bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.347" northward and 1.595" eastward to agree with this chart.

SOUTHPORT

Mill River
Stack
Dam
SPIRE
Southport Harbor
Brook
Sasco
Sasco Hill
Sasco Hill Beach
Kensie Pt
Greens Farms
Burial Hill Beach
Frost Pt
Alvord Beach
Sherwood Pt
Oyster stakes
9 FT FOR MID-WIDTH OF 50 FT DEC 2004, JAN, MAR 2005
Fl R 4s 28ft 4M "12"
Fl G 4s 32ft 4M "7"
G "1" Fl G 2.5s
MAGNETIC
VAR 13°45' W (2005)
ANNUAL DECREASE 3'

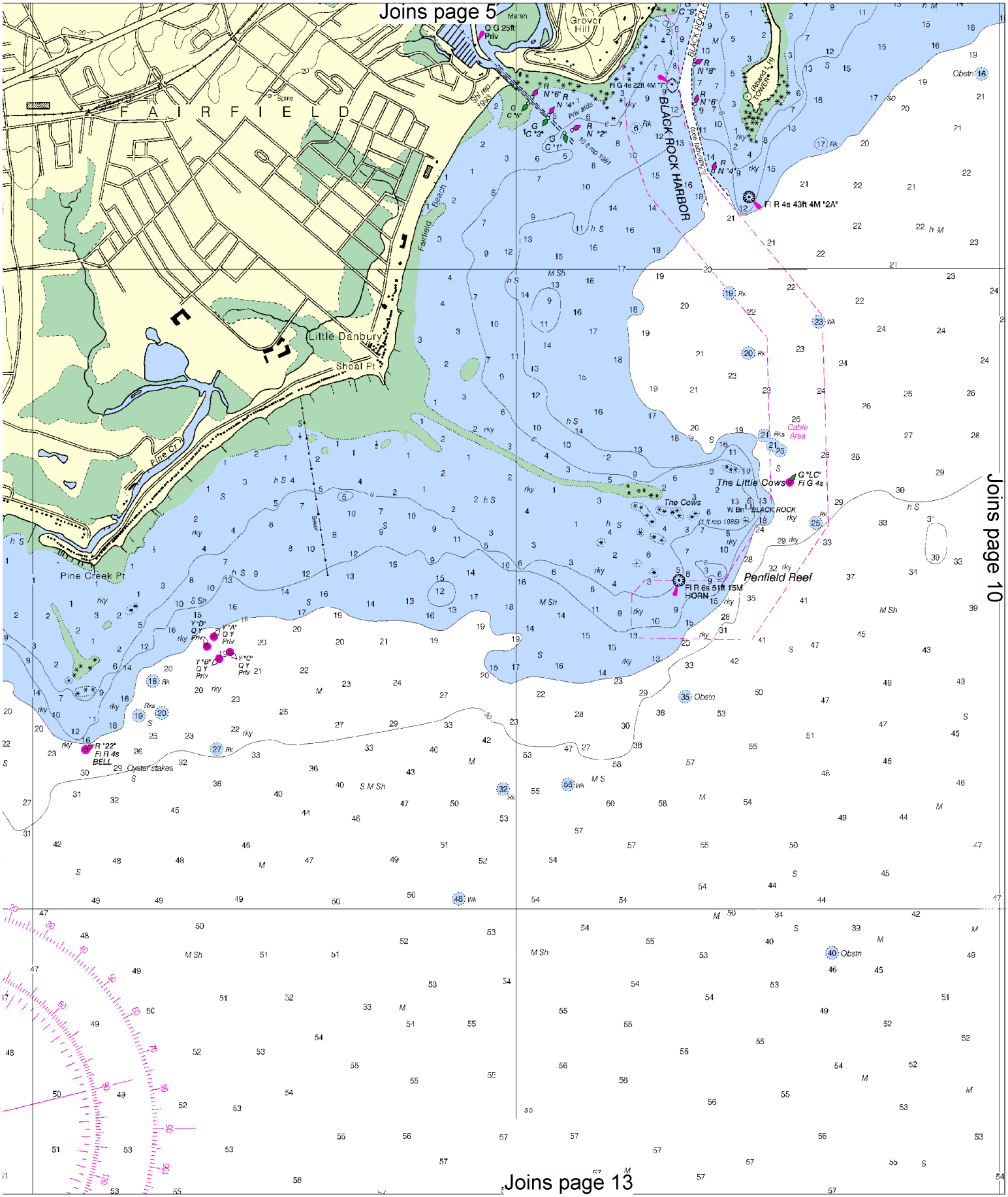
Joins page 12

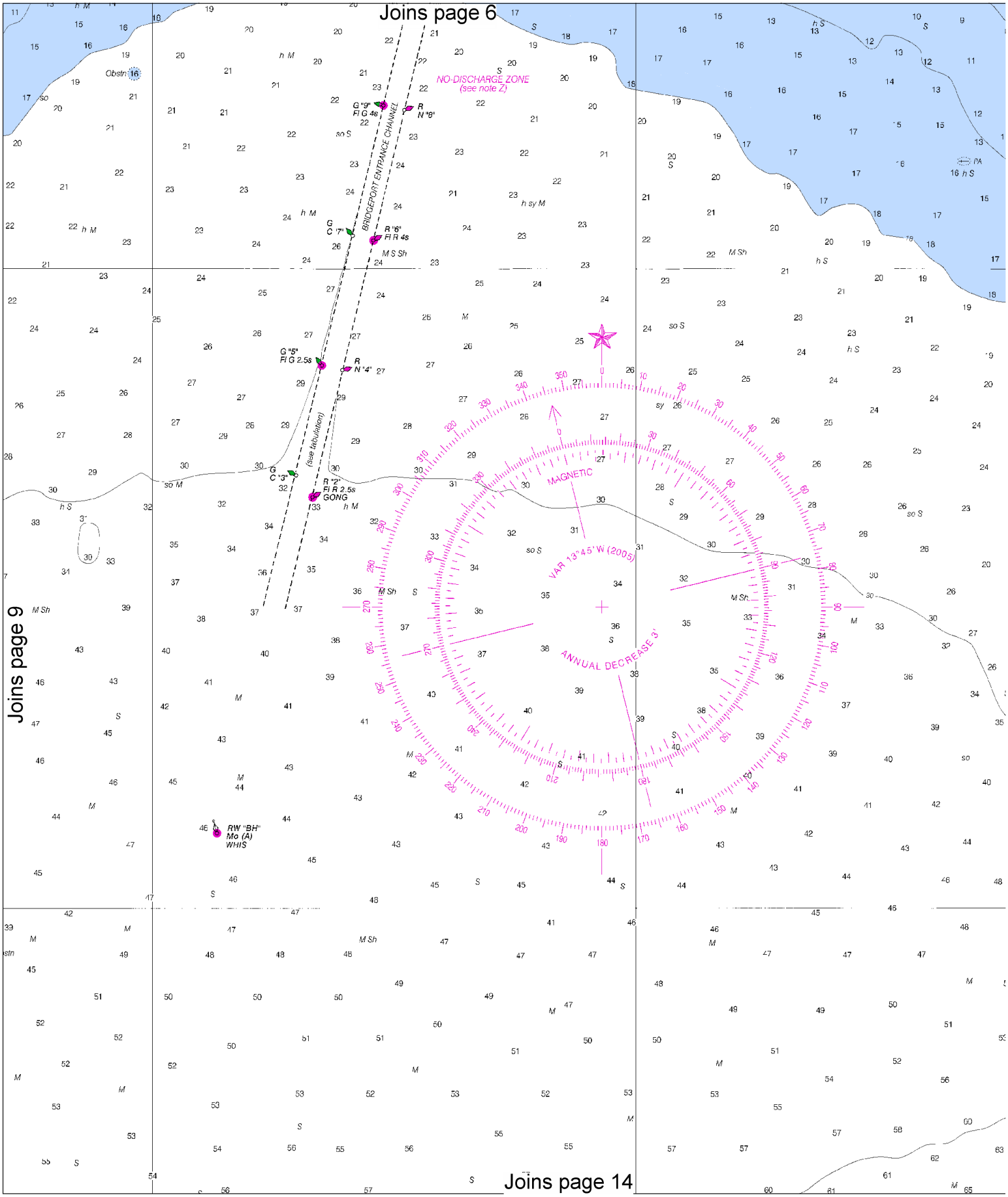
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Joins page 10
Joins page 13
F A I R F I E L D
Spire
Marsh
Grover Hill
Q G 25ft Priv
BLACK ROCK HARBOR
Fl G 4s 22ft 4M "7"
Fl R 4s 43ft 4M "2A"
Fairfield Beach
Little Danbury
Shoal Pt
Pine Cr
Pine Creek Pt
Sewer
The Little Cows
G "LC" Fl G 4s
The Cows
W Bn
BLACK ROCK
Cable Area
Penfield Reef
Fl R 6s 51ft 15M HORN
R "22" Fl R 4s BELL
Oyster Stakes
Obstn
M Sh
S M Sh
M S
Wk
Rk
Rks
Priv
rky
h S
S Sh
Shl rep 1993
Rep 1981
Rep (abundant)
Rep 1965

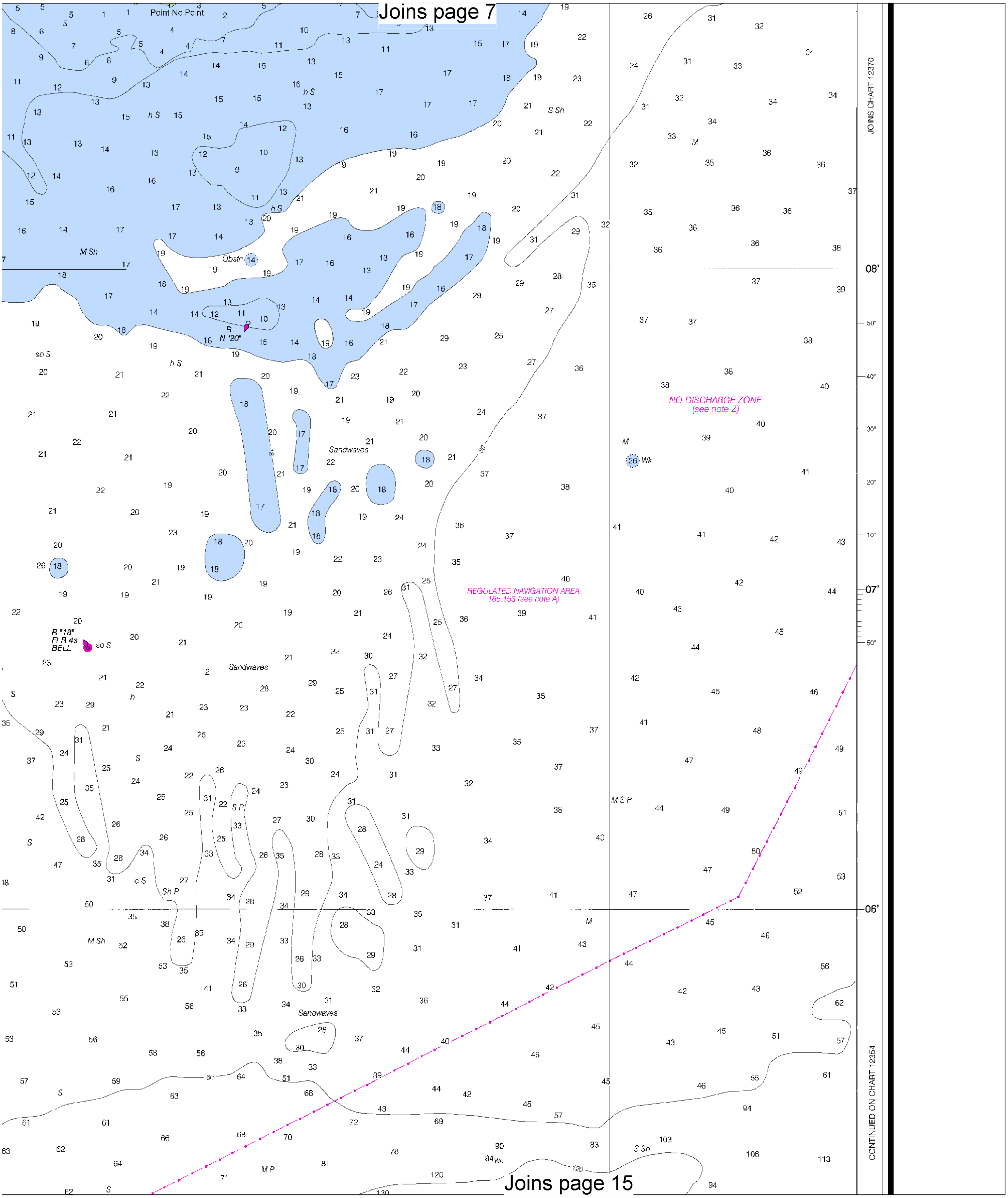


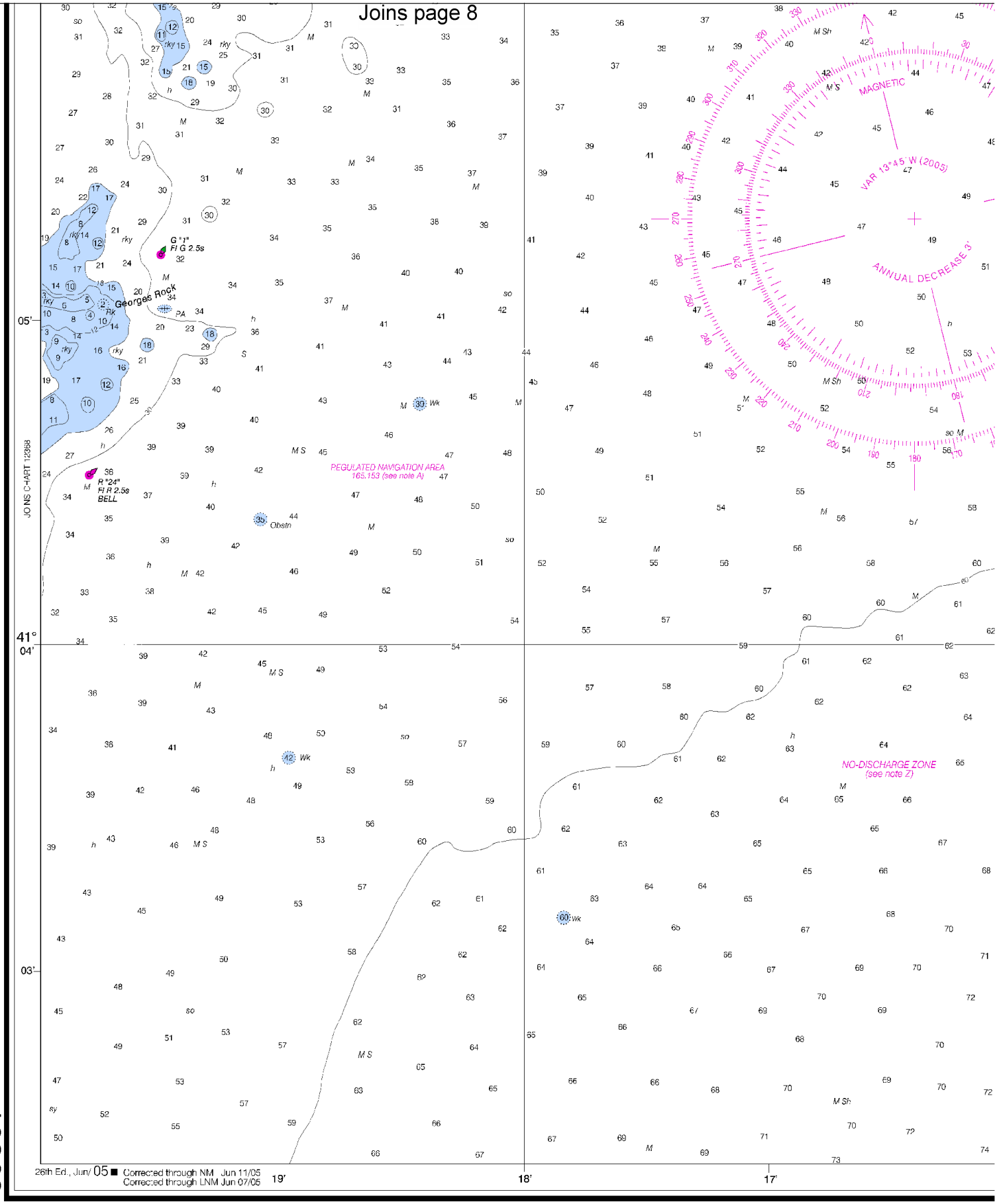
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
Point No Point
Obstn
R N "20"
Sandwaves
NO-DISCHARGE ZONE
(see note Z)
Wk
REGULATED NAVIGATION AREA
165.153 (see note A)
R "18"
Fl R 4s
BELL
Sandwaves
Sandwaves
08'
07'
06'
JOINS CHART 12370
CONTINUED ON CHART 12354
Joins page 15



SOUNDINGS IN FEET

12369

26th Ed., Jun/05 ■ Corrected through NM Jun 11/05
Corrected through LNM Jun 07/05

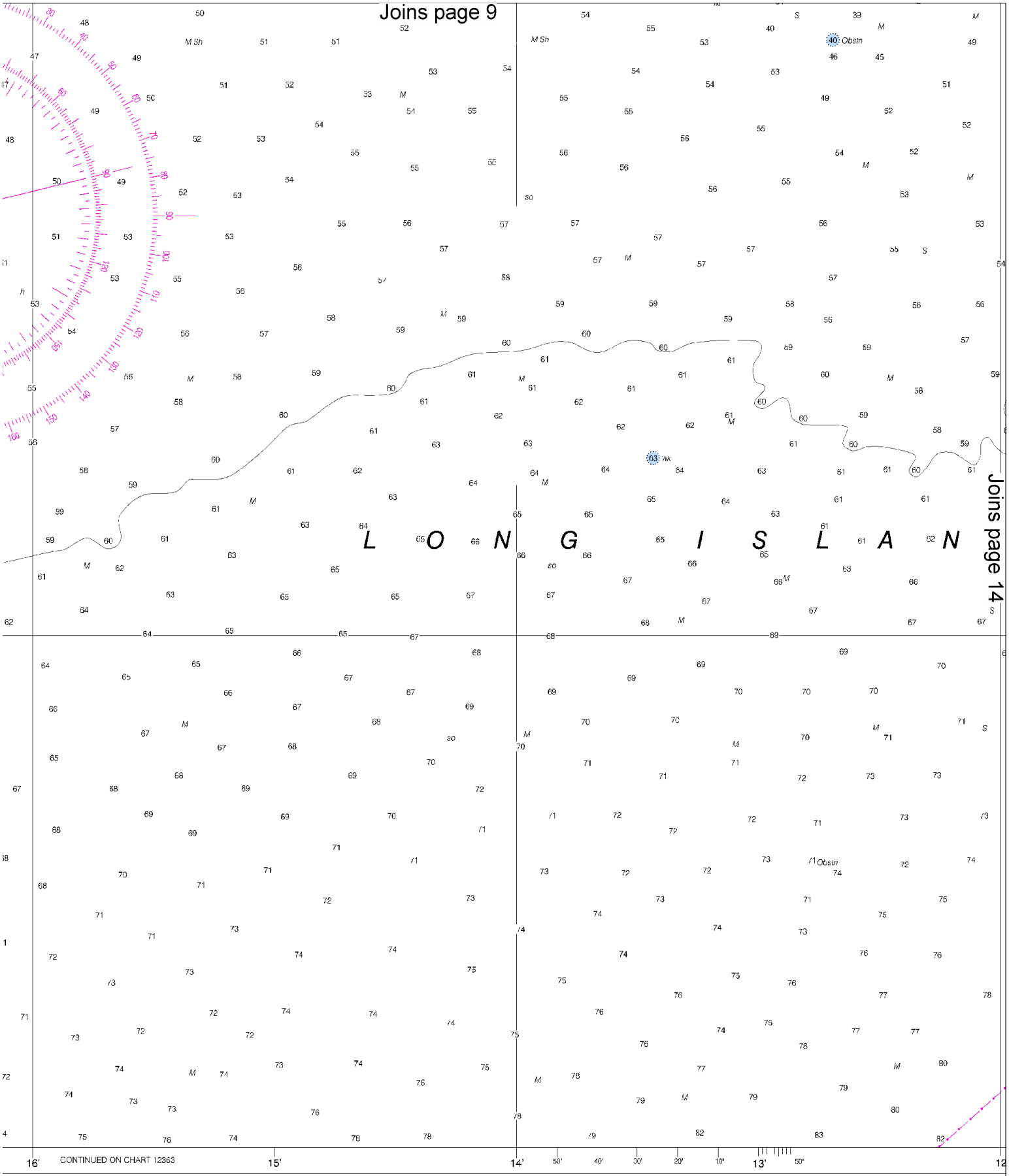
12

North

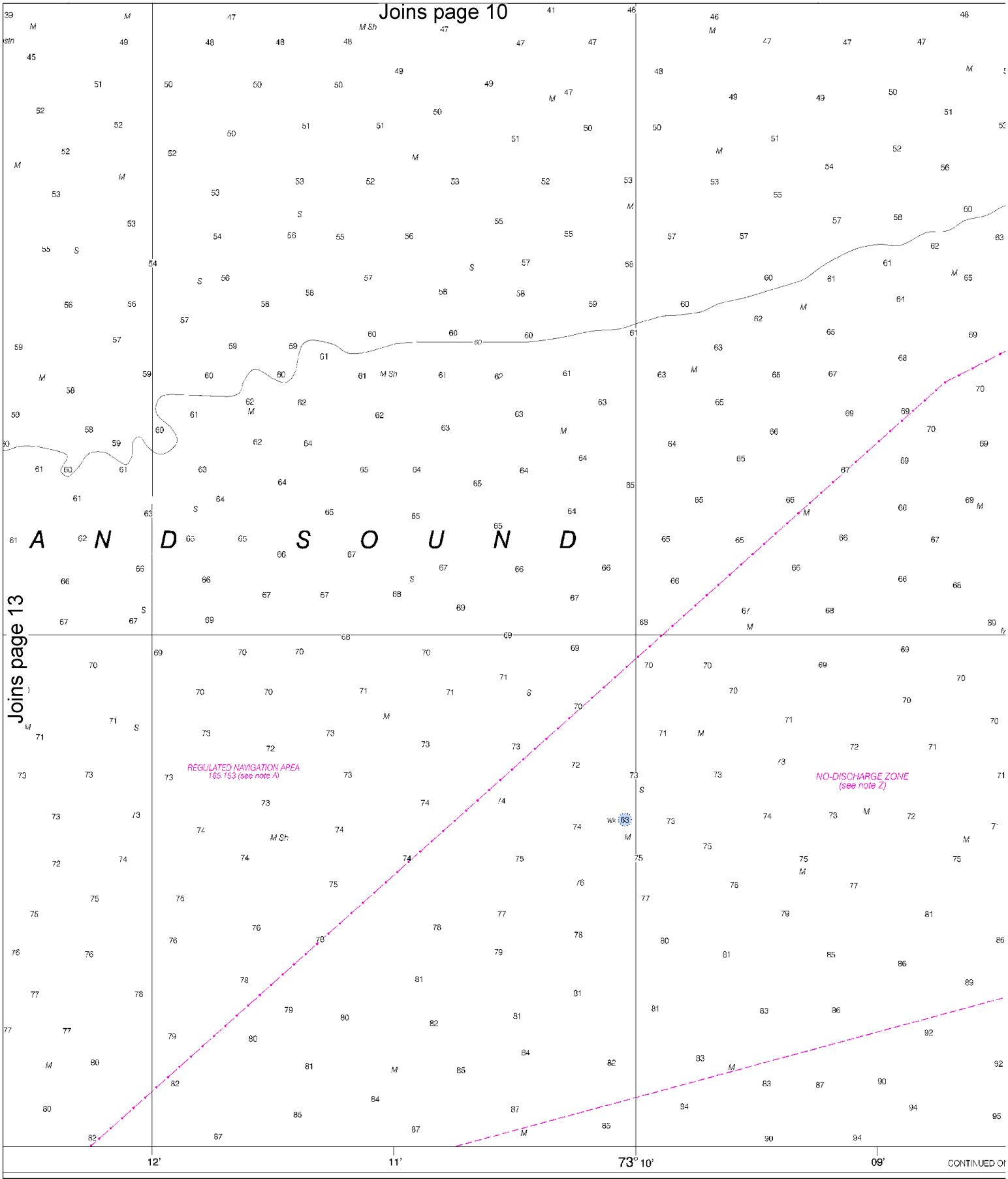
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
LONG ISLAND
Joins page 14
CONTINUED ON CHART 12363
16'
15'
14'
13'
12

Joins page 10



Joins page 13

CONTINUED ON

North

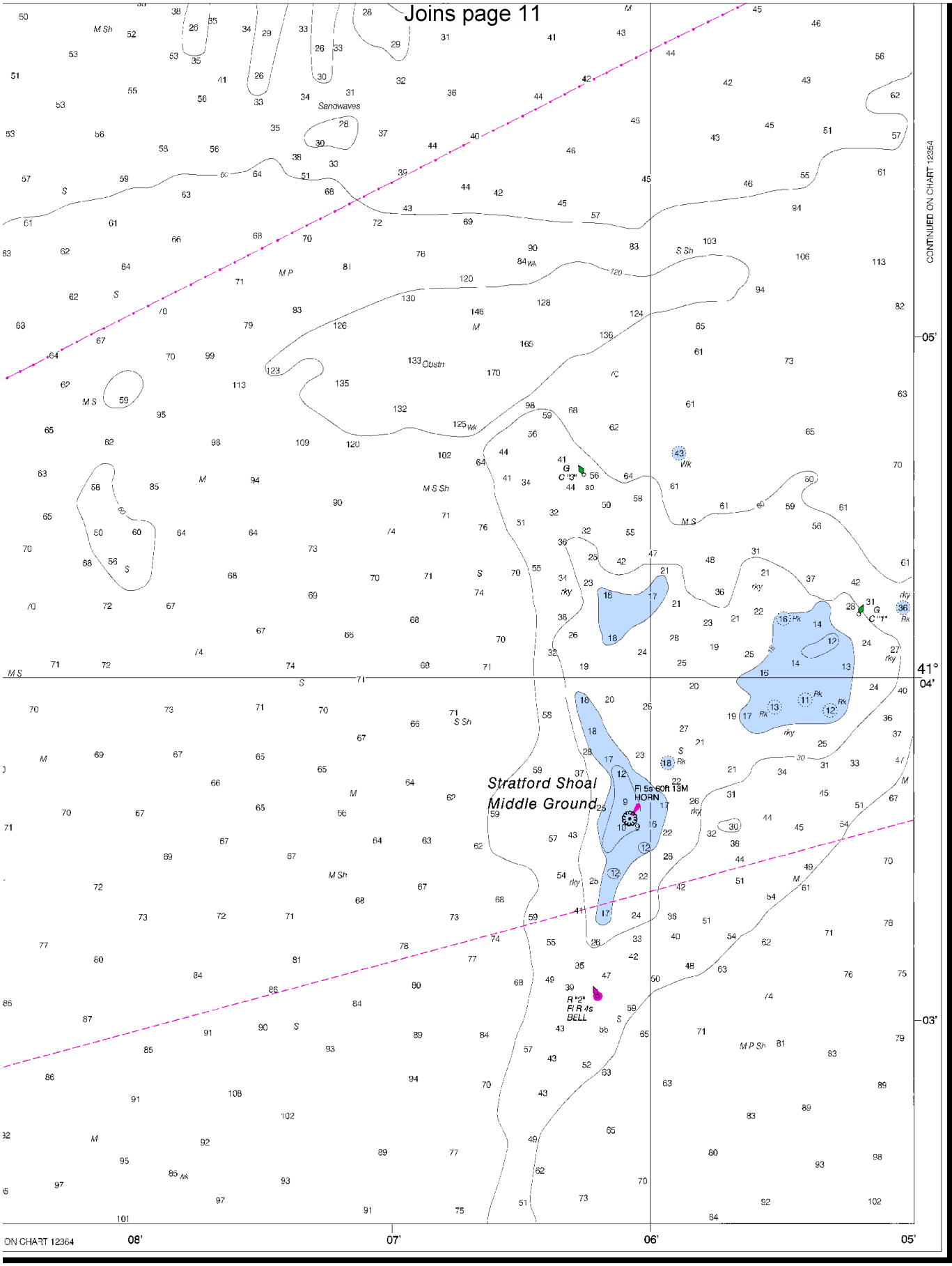
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



FATHOMS FEET METERS

12369

Stratford to Sherwood Pt

SOUNDINGS IN FEET-SCALE 1:20,000

ED. NO. 26

NSN 7642014010393

NGA REFERENCE NO. 12XHA12369

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group MSO LI Sound – 203-468-4404
Coast Guard Eatons Neck – 631-261-6868
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.